

SAN FRANCISCO BAY CONSERVATION AND DEVELOPMENT COMMISSION

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TO: Design Review Board Members

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SUBJECT: Pete's Harbor Residential Community, City of Redwood City, San Mateo County.
(For Board consideration on November 5, 2012)

Project Summary

Project Applicant: RWC Harbor Communities, LLC

Project Representatives: Paul Powers, RWC Harbor Communities LLC; Brian Fletcher, Callander Associates; Joe Wilson, RWC Harbor Communities LLC; Matthew Gruber, Callander Associates.

Project Site. The proposed project is located at One Uccelli Boulevard, in the City of Redwood City, east of Inner Bair Island, on the northernmost parcels between Smith Slough and Redwood Creek. The 13.25-acre site currently operates as a marina, with an RV park, storage facilities, and parking. The proposed public access is located along the northern and western boundaries of the property as well as along the western side of Bair Island Road and Uccelli Boulevard just south of the project site. Currently there is no dedicated public access located on the property. The site is mostly paved with minimal landscaping.

Proposed Project and Public Access. The project involves the construction of a residential development consisting of one 311-unit residential building (five stories high) and ten 10-unit residential buildings (three stories high each) with a footprint totaling approximately 578,000 square feet (13.27 acres). The residential development would include an approximately 10,000-square-foot (0.23 acre) clubhouse, an approximately 212,000-square-foot (4.87 acre) parking garage, and the installation of approximately 835 parking stalls. The residential buildings proposed within the 100-foot shoreline band would be no more than 41 feet high and set back from the Bay shoreline from approximately 30 to 100 feet. The marina would be used as a private marina for residents of the development.

The proposed public access would cover an approximately 70,666-square-foot (1.62 acre) area. A new 12-foot-wide, 1,260 feet long shoreline path would be provided. The proposed shoreline path would connect to future Bay Trail segments along Bair Island Road and south of Steinberger Slough, and would also connect to future Inner Bair Island public access trails via a bridge. The project includes approximately 34,359-square-feet (0.79 acre) of public access landscaping and the installation of a public playground, bocce ball court, a gazebo, seating areas, bike racks, and overlooks.

The applicant proposes to dedicate three view corridors to afford views of Smith Slough. The applicant is proposing a water trail site to accommodate hand-launch boats. The water trail site would be open to the public at all hours and would not be gated. A staging and wash-down area for boats is proposed near the water trail access point. This water trail site may serve as an officially designated site on the San Francisco Bay Area Water Trail once established. The applicant has proposed to provide seven parking stalls for public access parking, which would be located within close proximity to the playground and water trail site.



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Proposed landscaping would consist of water-wise and Bay-friendly plants, taking guidance from BCD's *Shoreline Plants: A Landscaping Guide for the San Francisco Bay*. Stormwater run-off would be handled by self-treating areas and rain gardens.

Bay Plan Policies. The *San Francisco Bay Plan's* policies on Public Access state that "[i]n addition to the public access to the Bay provided by waterfront parks, beaches, marinas, and fishing piers, maximum feasible access to and along the waterfront...should be provided in and through every new development...on the shoreline..." and that the public access improvements "...should be designed and built to encourage diverse Bay-related activities and movement to and along the shoreline..." The policies state that the *Public Access Design Guidelines* be used as a guide to siting and designing public access consistent with a proposed project. The Bay Plan policies on Appearance, Design and Scenic Views further state that "all bayfront development should be designed to enhance the pleasure of the user or viewer of the Bay." The Bay Plan policies on Recreation state that "[d]iverse and accessible water-oriented recreational facilities...should be well distributed around the Bay and improved to accommodate a broad range of water-oriented recreational activities of all races, cultures, ages and income levels."

Board Advice. The Board's advice is sought on the following five issues and questions:

1. **Are the connections to proposed public access areas within the project site and to off-site access areas adequate to lead the public to and along the shoreline?** The Board should advise the Commission and applicant on whether the project's proposed public access provides adequate connections to future Bay Trail segments along Bair Island Road and to the west. The Board should also advise on whether the proposed connections promote safe pedestrian and bicycle access along the Bay, whether they provide the necessary links needed at the site, and whether they provide clear and continuous transitions.
2. **Are the proposed public access amenities appropriate to the site and the likely use of the public space?** The site provides close views of the Bair Island Wildlife Refuge and the Bay beyond. For this reason, the site is likely to be a very desirable destination for the public and is likely to attract many people. The public access area will lie between a fairly intensive urban residential development, and tidal marsh and sloughs. The Board's views on the design, appropriateness, and adequacy of the public access areas and improvements are sought, given the site's location and likely use.
3. **How can the water trail access be best designed to connect with the other proposed public access amenities?** The applicant is still in the early stages of designing the proposed water trail access. The Board should provide initial guidance on how the proposed water trail site would connect and interact with the other proposed public access amenities and advise on siting and use of the water trail access.
4. **Is the proposed amount of public access parking adequate and is it located in the appropriate location?** The applicant has proposed to provide seven public access parking spaces adjacent to the playground, bocce ball court and nearby the water trail access point. Please also consider how this parking may be best protected for public use and not be occupied by private residents' vehicles.
5. **Do the proposed future adaptations in response to sea level rise appear appropriate?** The section drawings indicate various methods for responding to sea level rise, including adding walls or mounded berms along the shoreline. Any Commission permit will almost certainly require that the required public access be provided for the life of the project. Thus, it is likely that the public access areas will need to be modified in the future to respond to sea level rise. Is there sufficient space and do the public access improvements lend themselves to such future adaptation of the public shoreline and allow flexibility for attractive responses? Does the Board have suggestions for changing the access design so that it can be more easily and attractively modified to respond to future sea level rise while preserving shoreline access?